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House of Representatives

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No. 42

CALL TO ORDER

At 4:00 p.m., Deputy Speaker Eric D. Singson called the session to order.

THE DEPUTY SPEAKER (Rep. Singson). The session is now called to order.

NATIONAL ANTHEM

THE DEPUTY SPEAKER (Rep. Singson). Everybody is requested to rise for the singing of the National Anthem.

Everybody rose to sing the Philippine National Anthem.

PRAYER

THE DEPUTY SPEAKER (Rep. Singson). Please remain standing for a minute of silent prayer and meditation.

Everybody remained standing for the silent prayer.

THE DEPUTY SPEAKER (Rep. Singson). The Majority Leader is recognized.

ROLL CALL

REP. GONZALES (A.D.). Mr. Speaker, I move that we call the roll.

THE DEPUTY SPEAKER (Rep. Singson). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The Secretary General will please call the roll.

The Secretary General called the roll, and the result is as follows, per Journal No. 42, dated November 29, 2017:

PRESENT

Abayon
Abellanos

Abu
Acop

Acosta-Alba
Adiong
Advincula
Aggabao
Aglipay-Villar
Albano
Alejano
Almario
Almonte
Alonte
Alvarez (M.)
Alvarez (P.)
Antonio
Aquino-Magsaysay
Aragones
Arbison
Arcillas
Arenas
Atienza
Bag-ao
Barbers
Barzaga
Bataoil
Batocabe
Bautista-Bandigan
Belaro
Belmonte (F.)
Belmonte (J.C.)
Biazon
Billones
Biron
Bolilia
Bondoc
Bordado
Bravo (A.)
Brosas
Bulut-Begtang
Cagas
Calixto-Rubiano
Caminero
Campos
Canama
Casilao
Castelo

Castro (F.L.)
Castro (F.H.)
Catamco
Cerilles
Chipeco
Cojuangco
Collantes
Cortes
Cortuna
Crisologo
Cua
Cuaresma
Cueva
Dalipe
Datul
Daza
De Jesus
De Venecia
De Vera
Del Mar
Del Rosario
Deloso-Montalla
Dimaporo (M.K.)
Durano
Elago
Ermita-Buhain
Escudero
Espina
Evardone
Fariñas
Fernando
Ferrer (J.)
Floirendo
Flores
Fortun
Fortuno
Garbin
Garcia (G.)
Garin (R.)
Garin (S.)
Gasataya
Gatchalian
Go (A.C.)
Go (M.)

Gonzales (A.P.)	Primicias-Agabas
Gonzales (A.D.)	Ramos
Gonzalez	Relampagos
Gullas	Revilla
Hernandez	Rocamora
Herrera-Dy	Rodriguez (I.)
Hofer	Romero
Jalosjos	Romualdez
Kho	Romualdo
Khonghun	Roque (R.)
Lacson	Sacdalán
Lagman	Sahali
Lanete	Salimbangon
Laogan	Salo
Lazatin	Salon
Leachon	Sambar
Limkaichong	Sandoval
Lobregat	Sarmiento (C.)
Lopez (B.)	Sarmiento (E.M.)
Lopez (C.)	Savellano
Loyola	Sema
Macapagal-Arroyo	Siao
Maceda	Singson
Malapitan	Suansing (E.)
Manalo	Suansing (H.)
Mangaoang	Suarez
Mangudadatu (S.)	Tambunting
Mangudadatu (Z.)	Tan (A.)
Marcoleta	Tan (M.)
Marquez	Tejada
Martinez	Teves
Matugas	Tiangco
Mercado	Ting
Montoro	Tolentino
Nava	Treñas
Nieto	Tugna
Nogralés (J.J.)	Tupas
Nogralés (K.A.)	Ty
Oaminal	Umali
Ocampo	Ungab
Olivarez	Unico
Ong (H.)	Uy (J.)
Ortega (P.)	Uy (R.)
Ortega (V.N.)	Vargas
Pacquiao	Velarde
Paduano	Velasco
Palma	Velasco-Catera
Pancho	Veloso
Panganiban	Villanueva
Panotes	Villarica
Papandayan	Yap (M.)
Pimentel	Yu
Plaza	Zamora (R.)

THE SECRETARY GENERAL. The roll call shows that 198 Members responded to the call.

THE DEPUTY SPEAKER (Rep. Singson). With 198 Members present, the Chair declares the presence of a quorum.

The Majority Leader is recognized.

REP. GONZALES (A.D.). Mr. Speaker, I move for the deferment of the approval of the Journal of the previous session.

I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). Is there any objection to the motion? (*Silence*) The Chair hears none; the motion is approved.

REP. GONZALES (A.D.). Mr. Speaker, I move that we proceed to the Reference of Business.

THE DEPUTY SPEAKER (Rep. Singson). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

The Secretary General will please read the Reference of Business

REFERENCE OF BUSINESS

The Secretary General read the following House Bills and Resolution on First Reading, Messages from the Senate, Communications and Committee Reports, and the Deputy Speaker made the corresponding references:

BILLS ON FIRST READING

House Bill No. 6721, entitled:

“AN ACT AMENDING REPUBLIC ACT NO. 3019, OTHERWISE KNOWN AS THE ‘ANTI-GRAFT AND CORRUPT PRACTICES ACT’ AS AMENDED”

By Representative Erice

TO THE COMMITTEE ON REVISION OF LAWS

House Bill No. 6722, entitled:

“AN ACT MANDATING EMPLOYERS TO PROVIDE HEALTH CARDS TO THEIR EMPLOYEES”

By Representative Erice

TO THE COMMITTEE ON LABOR AND EMPLOYMENT

House Bill No. 6723, entitled:

“AN ACT MANDATING THE CREATION OF CHEAP YET ACCESSIBLE HOUSES FOR THE STREET DWELLERS, HOMELESS, VAGRANTS, AND OTHER SIMILARLY SITUATED UNFORTUNATE CITIZENS IN DIFFERENT REGIONS OF THE COUNTRY”

By Representative Erice
TO THE COMMITTEE ON HOUSING AND
URBAN DEVELOPMENT

House Bill No. 6724, entitled:

“AN ACT CHANGING THE NAME OF LUPON SCHOOL OF FISHERIES IN LUPON, DAVAO ORIENTAL, INTO THE DAVAO ORIENTAL POLYTECHNIC INSTITUTE”

By Representative Almario
TO THE COMMITTEE ON HIGHER AND
TECHNICAL EDUCATION

House Bill No. 6725, entitled:

“AN ACT ESTABLISHING A DISTRICT OFFICE OF THE LAND TRANSPORTATION OFFICE IN THE MUNICIPALITY OF BALINGASAG, MISAMIS ORIENTAL AND APPROPRIATING FUNDS THEREFOR”

By Representative Unabia
TO THE COMMITTEE ON TRANSPORTATION

RESOLUTION

House Resolution No. 1486, entitled:

“A RESOLUTION SEEKING THE CREATION BY THE EXECUTIVE BRANCH OF AN INTER-AGENCY TASK FORCE ON THE REVISION OF LAWS ON LAND TRANSPORTATION, ROAD SAFETY FOR THE PRIMARY PURPOSE OF DRAFTING A NEW LAND TRANSPORTATION AND TRAFFIC CODE”

By Representative Herrera-Dy
TO THE COMMITTEE ON TRANSPORTATION

MESSAGES FROM THE SENATE

Message dated November 22, 2017, informing the House of Representatives that the Senate on November 20, 2017 designated Senators Grace Poe, Vicente C. Sotto III, Joseph Victor G. Ejercito and Paolo Benigno “Bam” Aquino IV as conferees to the Conference Committee on the conflicting provisions of the following House Bills:

House Bill No. 5212, entitled:

“AN ACT RENEWING FOR ANOTHER TWENTY-FIVE (25) YEARS THE FRANCHISE GRANTED TO FILIPINAS BROADCASTING ASSOCIATION, INC., PRESENTLY KNOWN AS WORD BROADCASTING CORPORATION, UNDER REPUBLIC ACT NO. 7485, ENTITLED ‘AN ACT GRANTING FILIPINAS

BROADCASTING ASSOCIATION, INC. A FRANCHISE TO CONSTRUCT, OPERATE AND MAINTAIN FOR COMMERCIAL PURPOSES RADIO BROADCASTING AND TELEVISION STATIONS IN THE VISAYAS AND MINDANAO AND FOR OTHER PURPOSES’ ”;

House Bill No. 5211, entitled:

“AN ACT RENEWING FOR ANOTHER TWENTY-FIVE (25) YEARS THE FRANCHISE GRANTED TO GATEWAY U.H.F. TELEVISION BROADCASTING, INC., PRESENTLY KNOWN AS GATEWAY TELEVISION BROADCASTING, INC., AND DOING BUSINESS UNDER THE NAME AND STYLE OF HOPE CHANNEL PHILIPPINES, AMENDING FOR THE PURPOSE REPUBLIC ACT NO. 7223, ENTITLED ‘AN ACT GRANTING GATEWAY U.H.F. TELEVISION BROADCASTING, INC., A FRANCHISE TO CONSTRUCT, INSTALL, OPERATE AND MAINTAIN FOR COMMERCIAL PURPOSES UHF TELEVISION BROADCASTING STATIONS IN THE PHILIPPINES, AND FOR OTHER PURPOSES’ ”;

House Bill No. 5176, entitled:

“AN ACT RENEWING FOR ANOTHER TWENTY-FIVE (25) YEARS THE FRANCHISE GRANTED TO SARRAGA INTEGRATED AND MANAGEMENT CORPORATION UNDER REPUBLIC ACT NO. 7478, ENTITLED ‘AN ACT GRANTING THE SARRAGA INTEGRATED MANAGEMENT CORPORATION OF THE PHILIPPINES A FRANCHISE TO CONSTRUCT, INSTALL, OPERATE AND MAINTAIN FOR COMMERCIAL PURPOSES RADIO AND TELEVISION BROADCASTING STATIONS IN THE PHILIPPINES AND FOR OTHER PURPOSES’ ”;

House Bill No. 5175, entitled:

“AN ACT RENEWING FOR ANOTHER TWENTY-FIVE (25) YEARS THE FRANCHISE GRANTED TO BETA BROADCASTING SYSTEM, INC., UNDER REPUBLIC ACT NO. 8026, ENTITLED ‘AN ACT GRANTING THE BETA BROADCASTING SYSTEM CORPORATION A FRANCHISE TO CONSTRUCT, OPERATE AND MAINTAIN RADIO BROADCASTING STATIONS IN THE ISLAND OF LUZON, AND FOR OTHER PURPOSES’ ”;

House Bill No. 5064, entitled:

“AN ACT RENEWING FOR ANOTHER TWENTY-FIVE (25) YEARS THE FRANCHISE GRANTED TO SUBIC BROADCASTING CORPORATION UNDER REPUBLIC ACT NO. 7511, ENTITLED ‘AN ACT GRANTING THE SUBIC BROADCASTING CORPORATION A FRANCHISE TO CONSTRUCT, INSTALL, OPERATE AND MAINTAIN RADIO AND TELEVISION BROADCASTING STATIONS IN THE PHILIPPINES AND FOR OTHER PURPOSES’ ”;

House Bill No. 5063, entitled:

“AN ACT GRANTING THE PANGASINAN GULF WAVES NETWORK CORPORATION A FRANCHISE TO CONSTRUCT, INSTALL, ESTABLISH, OPERATE AND MAINTAIN RADIO AND TELEVISION BROADCASTING STATIONS THROUGHOUT THE PHILIPPINES”; and

House Bill No. 4636, entitled:

“AN ACT GRANTING THE ILOILO BAPTIST CHURCH, INC. A FRANCHISE TO CONSTRUCT, INSTALL, ESTABLISH, OPERATE AND MAINTAIN RADIO AND TELEVISION BROADCASTING STATIONS IN THE PHILIPPINES.”

TO THE COMMITTEE ON RULES

Message dated November 28, 2017, informing the House of Representatives that the Senate on even date passed Senate Bill No. 1592, entitled:

“AN ACT AMENDING SECTIONS 5, 6, 24, 25, 27, 28, 31, 33, 34, 35, 51, 52, 56, 57, 58, 74, 84, 86, 89, 90, 91, 97, 99, 100, 101, 106, 107, 108, 109, 112, 114, 116, 117, 148, 149, 150, 151, 155, 171, 178, 179, 180, 181, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 232, 236, 237, 249, AND 288; CREATING NEW SECTIONS 148-A, 150-A, 237-A, 264-A, 264-B, AND 265-A; ALL UNDER REPUBLIC ACT NO. 8424, OTHERWISE KNOWN AS THE NATIONAL INTERNAL REVENUE CODE OF 1997, AS AMENDED, AND FOR OTHER PURPOSES”

in which it requests the concurrence of the House of Representatives

TO THE COMMITTEE ON RULES

Message dated November 28, 2017, informing the House of Representatives that the Senate on even date designated Senators Sonny Angara, Ralph G. Recto,

Loren Legarda, Juan Miguel F. Zubiri and Franklin M. Drilon as conferees to the Bicameral Conference Committee on the disagreeing provisions of Senate Bill No.1592, entitled:

“AN ACT AMENDING SECTIONS 5, 6, 24, 25, 27, 28, 31, 33, 34, 35, 51, 52, 56, 57, 58, 74, 84, 86, 89, 90, 91, 97, 99, 100, 101, 106, 107, 108, 109, 112, 114, 116, 117, 148, 149, 150, 151, 155, 171, 178, 179, 180, 181, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 232, 236, 237, 249, AND 288; CREATING NEW SECTIONS 148-A, 150-A, 237-A, 264-A, 264-B, AND 265-A; ALL UNDER REPUBLIC ACT NO. 8424, OTHERWISE KNOWN AS THE NATIONAL INTERNAL REVENUE CODE OF 1997, AS AMENDED, AND FOR OTHER PURPOSES”

and House Bill No. 5636, entitled:

“AN ACT AMENDING SECTIONS 5, 6, 22, 24, 25, 31, 32, 33, 34, 79, 84, 86, 99, 106, 107, 108, 109, 116, 148, 149, 155, 171, 232, 237, 254, 264, AND 288; CREATING NEW SECTIONS 148-A, 150-A, 237-A, 264-A, 264-B AND 265-A; AND REPEALING SECTIONS 35 AND 62, ALL UNDER THE NATIONAL INTERNAL REVENUE CODE OF 1997, AS AMENDED”

TO THE COMMITTEE ON RULES

COMMUNICATIONS

Letter dated October 19, 2017 of Roland A. Rey, Regional Director, Regional Office No. V, Commission on Audit, submitting the 2016 Annual Audit Reports on the following water districts in Region V:

1. Bacacay Water District, Bacacay, Albay;
2. Bato Water District, Bato, Camarines Sur;
3. Bombon Water District, Bombon, Camarines Sur (CY 2015 and 2016);
4. Camarines Norte Water District, Daet, Camarines Norte;
5. Jose Panganiban Water District, Jose Panganiban, Camarines Norte;
6. Paracale Water District, Paracale, Camarines Norte;
7. Pasacao Water District, Pasacao, Camarines Sur;
8. Pilar Water District, Pilar, Sorsogon; and
9. Virac Water District, Virac, Catanduanes.

TO THE COMMITTEE ON APPROPRIATIONS

Letter dated October 24, 2017 of Catalino S. Cuy, Officer-in-Charge, Department of the Interior and Local Government, submitting to the House of Representatives the 3rd Quarter 2017 Reports on

Project Fund Utilization and Accomplishments of the Nationally Funded Projects of the Department as follows:

1. FYs 2013-2016 Bottom-up Budgeting (BuB) (DILG Fund);
2. FY 2016 Bottom-up Budgeting (BuB) (LGSF);
3. FY 2017 Assistance to Disadvantaged Municipalities (ADM);
4. FYs 2012-2017 Sagana at Ligtas na Tubig sa Lahat (SALINTUBIG); and
5. FYs 2012-2016 Payapa at Masaganang Pamayanan (PAMANA).

TO THE COMMITTEE ON APPROPRIATIONS

Letter dated 30 October 2017 of Emmanuel A. Leyco, Undersecretary and Officer-in-Charge, Department of Social Welfare and Development, submitting the:

1. 3rd Quarter Pantawid Pamilya Accomplishment Report of 2017; and
2. List of Pantawid Pamilya beneficiaries as of 30 September 2017 (in CD format).

TO THE COMMITTEE ON SOCIAL SERVICES

Letter dated October 30, 2017 of Minerva I. Morales, SUC President III, Catanduanes State University (CSU), submitting the Status of Allotment Releases, Obligations and Balances of the CSU for the following period:

1. As of the month ending August 31, 2017; and
2. As of the month ending September 30, 2017.

TO THE COMMITTEE ON APPROPRIATIONS

Letter dated October 30, 2017 of Minerva I. Morales, SUC President III, Catanduanes State University (CSU), submitting the Quarterly Financial and Physical Reports of the CSU for the quarter ending September 30, 2017.

TO THE COMMITTEE ON APPROPRIATIONS

COMMITTEE REPORTS

Report by the Committee on Basic Education and Culture, the Committee on Appropriations and the Committee on Ways and Means (Committee Report No. 494), re H.B. No. 3222, entitled:

“AN ACT ESTABLISHING A NATIONAL VISION SCREENING PROGRAM FOR KINDERGARTEN PUPILS AND APPROPRIATING FUNDS THEREFOR”

recommending its approval in consolidation with House Bills Numbered 1387 and 2822

Sponsors: Representatives Durano, Nograles (K.A.) Cua and Cayetano

TO THE COMMITTEE ON RULES

Report by the Committee on Foreign Affairs (Committee Report No. 495), re H.R. No. 646, entitled:

“RESOLUTION DIRECTING THE APPROPRIATE HOUSE COMMITTEE(S) TO CONDUCT A PROBE, IN AID OF LEGISLATION, INTO THE PERSISTENT DELAYS IN THE ISSUANCE OF PASSPORTS TO FILIPINO APPLICANTS AND THE UTILIZATION OF THE PASSPORT REVOLVING FUND”

informing the House of its findings and recommendations

Sponsor: Representative Bertiz

TO THE COMMITTEE ON RULES

THE DEPUTY SPEAKER (Rep. Singson). The Majority Leader is recognized.

REP. GONZALES (A.D.). Mr. Speaker, before we resume the Unfinished Business, let me acknowledge first the presence of the guests of Hon. Rogelio J. Espina, M.D., of the Lone District of Biliran, the eight mayors, namely: Hon. Rodolfo Espina, Chairman of the Mayors League of Biliran Chapter; Hon. Gerard Roger Espina, Mayor of capital town of Naval, Biliran; Hon. Uldarico Macorol, municipality of Maripipi; Hon. Lorenzo Reveldez, municipality of Culaba; Hon. Richard Jaguros, municipality of Almeria; Hon. Grace Casil, municipality of Biliran; Hon. Eulalio Maderazo, municipality of Caibiran; and Hon. Edwin Masbang, municipality of Cabucgayan—guests of Hon. Roger Espina. *(Applause)*

THE DEPUTY SPEAKER (Rep. Singson). Please rise to be recognized. Welcome to the House of Representatives.

The Majority Leader is recognized.

REP. GONZALES (A.D.). Mr. Speaker, may we acknowledge the presence also of the guests of Hon. Nancy A. Catamco, Representative of the Second District of North Cotabato. The following are: Barangay of Amas, Fidela Osianas; Barangay Amazion, Rosemarie Cartalla; Barangay Balabag, Ma. Teresita Ramos, Dorie Vy Campana, Marjorie Renegado, Keren C. Lozano, Leah Licayan, Jennifer Retiza, Emelda Dangli, Irene Guillermo, Judita Duran, Wilma Cuyno, Teresita Rasonabe, Elena Allera, Jona-Mae T. Ybanez, Paciana R. Magdugo, Veronica P. Taiza, Evelyn L. Camat, Rowena C. Alemania, Helen B. Alado, Rozita P. Mizal, Luzvina E. Sewane, Carolyn C. Gementiza, Marlyn L. Aquino, Jocelyn H. Abranilla, Genevieve Baclay, Sameera Marzado, Letecia M. Alinsangan, Jeanniver Dela Pena, Abdul Patadon Jr., Cherie Abellano, Ernesto Legaspi, Ellyn Rose Barrete, Asor T. Rollan, Elmarie De Jose, Greazalyn Sebusa, Rosalie L. Nahilat, Rosalina

de Jose, Laureana B. Guinang and Grace Dano, so the guests of the Hon. Nancy Catamco, from the Second District of North Cotabato. (*Applause*)

THE DEPUTY SPEAKER (Rep. Singson). Please rise to be recognized. Welcome to the House of Representatives. (*Applause*)

The Majority Leader is recognized.

CONSIDERATION OF H.B. NO. 6425

Continuation

PERIOD OF SPONSORSHIP AND DEBATE

REP. GONZALES (A.D.). Mr. Speaker, under the Calendar of Unfinished Business, I move that we resume the consideration of House Bill No. 6425, under Committee Report No. 389, as reported out by the Committees on Transportation, and Appropriations. For this purpose, may I ask the Secretary General to be directed to read only the title of the Bill.

I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). The Secretary General is directed to read the title of the Bill.

THE SECRETARY GENERAL. House Bill No. 6425, entitled: AN ACT PRESCRIBING AN URGENT, COMPREHENSIVE AND INTEGRATED LAND-BASED TRAFFIC MANAGEMENT POLICY TO EFFECTIVELY ADDRESS THE TRAFFIC CONGESTION CRISIS IN METRO MANILA, METROPOLITAN CEBU AND METROPOLITAN DAVAO AND APPROPRIATING FUNDS THEREFOR.

REP. GONZALES (A.D.). Mr. Speaker, the parliamentary status of the Bill is that it is in the period of sponsorship and debate. We will recognize the Transportation Committee Chairman, Congressman Cesar V. Sarmiento.

I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). The Hon. Cesar Sarmiento, Chairman of the Committee on Transportation, is recognized to sponsor the Bill.

SPONSORSHIP SPEECH OF REP. SARMIENTO (C.)

REP. SARMIENTO (C.). Thank you very much.

Mr. Speaker, Majority Leader and fellow colleagues in the House of Representatives, magandang hapon po sa inyong lahat. It is my honor to sponsor today House Bill No. 6425. It is my honor to report to you

the substance of this 44-section Bill, aimed at solving traffic congestion that has been pestering the lives of our people for years. Many see our traffic situation as a hopeless case already.

My dear colleagues, we hope against hope that our traffic crisis can still be solved. Hence, we poured in time and effort to craft this Traffic Crisis Act which we believe is our urgent, immediate and comprehensive response to the traffic crisis. I therefore beg your attention and patience this afternoon as I present the contents of this Bill in the following outline:

1. The Status Quo or the Current Transportation Situation
2. Introduction into the Traffic Crisis Act, and
3. How Do We Solve the Traffic Crisis?

This will obviously be the meat of my report to you this afternoon. This portion will consist of:

- a. Organizational Structure
- b. Priority Projects
- c. Needed Systems/Processes
- d. Support Mechanism
- e. Oversight and Transparency, and
- f. Duration.

The Status Quo or the Current Transportation Situation.

Let us start with the status quo which we are all familiar with.

We have noticed, for one, that our organizational structure is not responsive. Development of cities normally means an increase in the number of people and in some cases, cars. But any resulting traffic congestion can be managed by a strong policy-making, planning, programming, coordinating, implementing, regulating and enforcement authority on land transportation.

Sadly, while we have various existing land transportation agencies, we have: the Department of Transportation, the Land Transportation Office, the Land Transportation Franchising and Regulatory Board, the Metropolitan Manila Development Authority, and the PNP-Highway Patrol Group. Not one agency can adequately control and manage land-based traffic in our streets. Structurally, we have the DOTr, the primary entity tasked to develop dependable networks of transportation. Under it, we both have the LTO, tasked with enforcing traffic laws on top of ensuring the quality of our drivers and vehicles; and the LTFRB regulating PUVs on top of prescribing routes. But we have separate entities like the PNP-HPG that promote road safety on our highways and can be tapped to enforce traffic laws. We also have the MMDA, under the Office of the President, which sets policies and implements traffic enforcement operations in Metro Manila only. The catch with MMDA, however, is that it has no police power as the Supreme Court has established in the case of *MMDA vs. Bel-Air*.

As demonstrated, our government is fragmented when it comes to traffic. Even when there is coordination among these agencies, the linkage is obviously not strong enough as their efforts do not translate to urgent, systematic and comprehensive solutions to congestion issues. We see no significant improvements until now.

Aside from this, we have also noticed that our government is obsessed with grand infrastructure and transportation projects that have long gestation periods, and that will even worsen the traffic while they are being implemented. We are tempted to think that when all of these are implemented and after three, five or even 10 years, assuming they will, the traffic crisis is no more. However, while we believe in the importance of building more subways, railways and bus rapid systems, infrastructure is only a portion of the solution. What we need immediately are systems, mechanisms and processes to complement these grand projects. We cannot simply tell the public to wait for more years while we build, build, build. *Ubos na ang pasensya ng taumbayan.*

Their daily commute is too much of a burden already.

We need proper systems, mechanisms and processes such as harmonization of our traffic laws, rationalized PUV routes, quality drivers and vehicles, PUV modernization, traffic education, regulation of establishments impeding traffic law, et cetera.

With these systems in place, change can and would be felt immediately. We can give immediate relief to the traffic-stressed public. We have also noticed that our transport system, instead of moving people and goods, is being maintained and operated to a great extent to sustain the livelihood of people.

This is what we termed “an inconvenient route” in our transport sector.

Our land transport system does not prioritize commuters and sustainable mass transit, but instead caters to: maintaining inefficient forms of transport which can only carry a few passengers so that the operators and drivers get to keep their jobs; transport operators who seek to increase their profit by putting additional, even superfluous numbers of vehicles on our roads; and, new forms of transport so that more people would have livelihood at the expense of congesting our roads.

No one is willing to sacrifice because jobs are on the line. These and many other factors contribute to the worsening traffic crisis we are now experiencing daily in our major cities. In Metro Manila alone, traffic congestion is costing our economy about P3 billion daily. When left unattended, economic cost will balloon to P6 billion or more by 2030.

Against this backdrop of an unresponsive organizational structure, lack of mechanisms giving

immediate relief to the public and a transport system that caters to various interest groups, we came up with House Bill No. 6425: AN ACT PRESCRIBING AN URGENT, COMPREHENSIVE AND INTEGRATED LAND-BASED TRAFFIC MANAGEMENT POLICY TO EFFECTIVELY ADDRESS THE TRAFFIC CONGESTION CRISIS IN METRO MANILA, METRO CEBU AND METRO DAVAO AND APPROPRIATING FUNDS THEREFOR.

This measure does not seek the exercise of Section 23 (2) of Article VI of the 1987 Constitution on emergency powers but the simple use of the plenary powers of Congress to provide an urgent, immediate and comprehensive response to the traffic crisis. Each of the policies declared under Section 2 of the Bill, not only provide the standard, but is directed at the factors that cause traffic congestion.

This Bill will not be a one-time-fix-all solution though, but it will trigger change, especially as it challenges everyone to contribute and set aside personal interest; hence, the phrase “Makiisa, Makisama, Magkaisa” in the short title of the Bill. This Bill is a product of 13 hearings, including the inspection and public hearings conducted by the Committee in Cebu and Davao, with the participation of as many stakeholders as possible—every public and private stakeholder whose inputs and comments may be needed in each section of the Bill.

Based on the 13 hearings we had, the traffic crisis is limited to the transport sector. According to our transport officials, there is no crisis, much less a traffic crisis in our ports and airports. Our maritime and aviation agencies have proven time and again that they can immediately address their operational issues. Projects are also underway to improve the efficiency in our ports and airports. Hence, we defined the “traffic crisis” under Section 3(g) of the Bill as the prevailing and exponentially worsening land traffic congestion and gridlock, and mass transportation shortage and inefficiency within the metropolitan areas and in the areas leading into and out of these areas that disrupt the country’s economic and social growth and development, and recognized to be of such nature, and scope and magnitude as to be considered a national emergency.

As to coverage, we have observed the existence of traffic congestion in Metropolitan Manila, Metropolitan Cebu and Davao City. Obviously, Metro Manila has the worst traffic situation. Next is Metro Cebu, although it got the headline last year for having the worst traffic in the world. The third would be Davao City whose traffic situation is getting worse, especially in view of the attention it is getting lately. Hence, under Section 4 of the Bill, we limited the application of the Traffic Crisis Act to the land-based traffic in Metro Manila, Metro Cebu and Davao City, although this is not exclusive. Similar systems and mechanisms may also be

implemented in other cities and municipalities suffering from a traffic crisis.

How do we solve the traffic crisis in the covered Metropolitan areas? Organization structure—first is to establish a strong policy-making, planning, programming, coordinating, implementing, regulating and enforcement authority on land transportation. With the existing agencies that we have now, we believe that it is proper for the Secretary of Transportation to be designated as the *de officio* Traffic Chief during the effectivity of this Act, and for him to have the power of supervision and control over the MMDA, Metro Cebu Traffic Coordinating Council created under Section 9, PNP-Highway Patrol Group, LTO, LTFRB, Road Board, other executive offices with functions on land transportation regulation and the Davao Traffic Administrator appointed under Section 10.

To ensure the effective management of land-based traffic, we also recognize the need for the President to abolish, create, split, group or merge offices; transfer functions, equipment, properties, records and personnel; and take other actions necessary to carry out the purposes of this Act.

How about the local government units? They will have supporting roles. The Traffic Chief shall supervise all component LGUs with respect to the enforcement of policies and for the harmonization of all traffic rules. Once traffic rules and transport laws are harmonized by the Traffic Chief, the component LGUs are required to follow. As to powers and functions, the primary authority for the implementation of the plans, programs and priority projects under the Traffic Crisis Act shall be with the Traffic Chief, who may delegate the same to the MMDA, Cebu Council or the Davao Traffic Administrator. A more detailed enumeration of these powers and functions of the Traffic Chief can be found in Section 7 of the Bill as shown on the screen.

As I said, in the interest of efficiency, the Traffic Chief may delegate any of these powers and authority to the MMDA, the Cebu Council or to the Davao Traffic Administrator in coordination with the component LGUs. Under Section 9, the Cebu Council is composed of the local chief executives of Metro Cebu with a Metropolitan Cebu Traffic Coordinator to be appointed by them. Under Section 10, on the other hand, the Traffic Administrator shall be appointed by the Traffic Chief.

With the powers given to the Traffic Chief and other officers in this Act, we demanded accountability in Section 39. In case they will not do their job, they will be liable for malfeasance, misfeasance and nonfeasance, and in relation to a particular priority project or policy, or the implementation of this Act, aside from violations that qualify as crimes under our penal laws.

Moreover, we require the Traffic Chief and the other officers of the DOTr, the MMDA, the Cebu

Traffic Coordinating Council and the Davao Traffic Administrator to take at least once a week a mode of public transportation primarily used by the masses in order to monitor the traffic crisis.

Priority projects. While implementing projects takes time, further delays are incurred when observing the usual procurement process. As such, under Section 27, we expanded the coverage of the Emergency Case under the Procurement Act so as to include the traffic crisis. The President is then authorized to negotiate contracts for priority projects.

What will be the characteristics of these priority projects? In our hearings, we asked the DOTr to submit a list of their priority projects. However, what they submitted mostly were projects that have no direct relation to solving the land-based traffic crisis that we have now. We, therefore, provided the following conditions in the Bill:

1. The priority projects must be aimed at immediately and effectively alleviating the traffic crisis, thereby promoting public interest;
2. The terms and conditions of the priority projects must be advantageous to the government; and
3. The Traffic Chief must submit a list of priority projects to Congress, through the Oversight Committee to be created, with their respective description, budgetary estimate, necessary right-of-ways and other salient features within 90 days from the effectivity of the Act.

The bidding or procurement of the priority projects shall then be conducted by the PS-DBM. Subsequently, in the awarding of contracts, the contractors or project proponents must possess the following:

1. Proven competence, capability and experience with similar projects;
2. Competent and qualified key personnel and sufficient and reliable equipment and facilities;
3. Sound financial capacity; and
4. Legal capacity consistent with Republic Act No. 9184 and its IRR.

As to the appropriation of funds, the amount needed for the implementation of this Act, including the implementation of priority projects, shall be taken from: 1. the Motor Vehicle User's Charge Special Vehicle Pollution Control Fund; and 2. current fiscal year's appropriation of the agencies involved in the implementation of the Act.

Thereafter, the amount needed shall be included in the GAA. Again, we maintain that we cannot have infrastructure and transportation projects alone. We also need systems, mechanisms and processes to complement these projects and bring immediate relief to the public.

What are the systems, mechanisms and processes that we need?

Harmonization of our laws—this is to avoid confusion, loopholes, and paralysis in responding to the traffic crisis. Again as enumerated in Section 7, we have given the Traffic Chief the following powers:

- To review and harmonize traffic regulations and ordinances issued by the covered agencies;
- To establish a single ticketing system and issue a comprehensive traffic rules and regulations handbook; and
- To ensure a single traffic coordinator in each of the metropolitan areas and implement a comprehensive and unified road use plan and a unified traffic management system to be followed by all component LGUs, by harmonizing the provisions of the Local Government Code of 1991, the Department of the Interior and Local Government Act of 1990, Republic Act No. 7924 or the MMDA Charter, the Land Transportation and Traffic Code, and the Revised Administrative Code of 1987.

This Bill is also our chance to address basic issues. If we simplify the complex traffic problem, what we will have is the driver, vehicle and route. Neglecting the proper regulation of our drivers leads to unskilled, drunk and drugged drivers who cause menace and accidents and who load, unload and park their cars everywhere they see fit. Hence, under Section 24 of the Bill, all professional drivers of PUVs shall undergo free testing and examination starting January 1, 2018. Only the drivers who pass the new test shall be allowed to operate PUVs. On the other hand, neglecting the proper regulation of the vehicles plying our roads leads to unsafe vehicles that cause harm and inconvenience to people, not to mention their health risks. Hence, to ensure roadworthiness of our vehicles, Section 25 provides that the LTO will conduct roadworthiness testing of all PUVs within 90 days from the effectivity of the Bill.

Finally, neglecting the proper regulation of our routes leads to unresponsive and arbitrary issuance of franchises that do not cater to the actual needs of the riding public. Hence, under Section 15, we mandated the conduct by the LTFRB of route rationalization for PUVs within six months from the effective date of the Bill. It will include, among others, the integration of various transport modes, identification of routes, provision of a dispatching mechanism and the determination of the size, type and number of PUVs needed for a particular demand.

The Traffic Chief shall prescribe rules for large mixed-use property developments to ensure long-term sustainability and avoid disturbance to adjoining communities and public convenience;

and for optimization of land use and transportation development to promote urban dispersal to decongest the metro areas and provide direction to urban growth and expansion.

You can see construction and establishments, malls, for example, left and right that have no regard for the disturbance they create on our roads.

We, therefore, see it necessary, under Section 21, for the Traffic Chief to approve or disapprove all programs and projects proposed by the LGUs, the DPWH, other government offices within the metropolitan areas, and by private persons or enterprises where such projects are determined to have potential adverse effects on traffic flow and road use.

The approval of the Traffic Chief shall take the form of a development clearance certificate that shall be issued prior to any land development and shall be in lieu of all other permits, except the ECCs issued by the DENR. Moreover, it is necessary for the Traffic Chief and the LGU concerned to ensure the compliance of establishments with the Traffic Impact Plan, the mandated setbacks, provisions for sufficient vehicle parking and other requirements of the National Building Code.

Private subdivisions or village roads shall be identified to serve as additional access points known as “friendship routes,” provided that:

1. there is conduct of two public consultations with the affected residents;
2. there is reasonable determination that there are no other available public routes other than the proposed friendship routes;
3. there is implementation by the government of other remedial measures such as road and sidewalk clearing in the contiguous public roads; and
4. there is exercise by a private road owner of the option to impose toll fees in the form of selling pass-through stickers to pay for road maintenance and security, without prejudice to the government’s right to expropriate.

Traffic Education—this is to ensure that the next generation of Filipinos will be disciplined and law-abiding citizens on our roads. A program for driver’s education and for road and pedestrian etiquette education shall be developed and incorporated as a mandatory subject in the senior high school curriculum.

PUV Operator Obligation—similarly, to instill discipline and to ensure the quality of our drivers, PUV operators are required under Section 19 to:

- observe the DOLE-approved appropriate work shift for the different classes of PUVs;
- comply with all labor laws and standards, including the payment of drivers of a minimum prescribed monthly salary; and

- maintain in a publicly accessible website, a list of all drivers in their employ as well as their franchise number and the units.

Under Section 13 of the Bill, the Traffic Chief shall, in consultation with the MMDA, Cebu Council and/or Davao Administrator and the affected private stakeholders, formulate a separate Traffic Management Plan or TMP for each of the metropolitan area. The TMP must sufficiently detail all the systems and mechanisms I have previously mentioned and other concrete steps to immediately alleviate the traffic crisis in a measurable/quantifiable manner. The TMP should include the following minimum components as shown on the screen:

The Committee was the first in acknowledging that there is a crisis within the traffic crisis which we call the “displacement crisis.” This pertains to the drivers and employees of PUVs who will be displaced by the rationalization of our routes. Hence, under Section 23 of the Bill, one support mechanism we provided is giving the following assistance to the displaced transport workers: one, the DSWD shall extend financial assistance using available social protection programs and services; two, the TESDA shall prioritize the training of affected employees in its training courses; three, the DOLE and the POEA shall assist them in looking for employment, whether here or abroad; four, the displaced employees shall be entitled to separation pay as mandated under the Labor Code; and five, the legal dependents of affected employees shall be qualified for scholarships from the government, in accordance with the rules and regulations of the DSWD, DepEd or TESDA.

Moreover, under Section 22 of the Bill, PUV operators affected shall be compensated based on the number of units affected or rendered redundant. There is also a one-time compensation for loss of income. Moreover, under Section 26, they may also avail of the financial assistance from the DBP to enable them to modernize their units.

Solving the traffic crisis will also necessitate the support of other offices not directly involved in traffic management. One such mechanism would be the support of the Judiciary in two major ways: first, under Section 34, Special Traffic Crisis Courts shall be created in the covered metropolitan areas which shall have jurisdiction to expeditiously resolve all actions emanating from the Act; and second, under Section 35 of the Bill, TROs and Preliminary Injunctions, except from the Supreme Court and the Special Traffic Crisis Courts, are prohibited to be issued against priority projects, programs and policies emanating from the Act.

In one of our hearings, the Judiciary, through Deputy Court Administrator Raul Villanueva, expressed support for these provisions.

Oversight and Transparency—a Joint Congressional Oversight Committee will be created under Section 12 to monitor the faithful implementation of the law. It will be composed of eight Legislators: 1.) Senate President; 2.) Speaker of the House of Representatives; 3.) Chairperson of the Committee on Public Services of the Senate; 4.) Chairperson of the Committee on Transportation of the House of Representatives; 5.) Chairperson of the Committee on Finance of the Senate; 6.) Chairperson of the Committee on Appropriations of the House of Representatives; 7.) Member of the Committee on Public Services of the Senate; and 8.) Member of the Committee on Transportation of the House of Representatives.

The Oversight Committee shall constitute an Executive Committee, to be headed by an Executive Director who shall oversee the day-to-day coordination with the concerned public officers and stakeholders.

The Bill also addresses the need for public disclosure to respect the people’s right to information.

The authority granted under the Traffic Crisis Act shall be valid for three years from the effectivity of the Act, unless sooner withdrawn by Congress. We believe that within this period, substantial reforms and gains can already be achieved. The period will also go beyond the term of the Seventeenth Congress, thereby affording the Eighteenth Congress the opportunity to review the implementation of the law with sufficient timeframe.

Mr. Speaker, my distinguished colleagues, what I presented so far is just a summary of the contents of the Bill. Many of us may find that there are many differences, additions and new concepts in this Bill compared to prevailing suggestions on traffic solutions.

When you read news reports and the sentiments in social media, asking emergency powers from Congress has been the popular byword these days. *Sobrang trapik—kailangan ng emergency powers iyan. Bakit matrapik pa rin? Dahil hindi pa ibinibigay ng Kongreso ang emergency powers. Kailangan ng emergency powers sa procurement, sa implementation ng infrastructure projects, sa ganito at sa ganyan.*

Mr. Speaker, my distinguished colleagues, “emergency powers” has been the byword but, honestly, our level of understanding of the need for it differs. More often than not, we hastily mention emergency powers without even knowing the things you need emergency powers for. We mention emergency powers and point fingers without even thinking that each individual person has to sacrifice to address traffic congestion.

Mr. Speaker, my distinguished colleagues, that is why we took time and effort to craft this Bill. We too considered what was popular but we deemed it more important to delve deeper into what should be done with the present organizational structure and the existing

systems, mechanisms and processes that trigger the chaos we are in, and this Bill is the product. It calls for the exercise of our plenary powers to provide an urgent, immediate, and comprehensive response to the traffic crisis.

I humbly ask you to read the Bill over and over, and allow it to convince you and to merit your support and vote. Makiisa, makisama at magkaisa rin tayo, Mr. Speaker, my distinguished colleagues. Hence, I move for the approval by this Body of House Bill No. 6425.

Thank you very much, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). The Majority Leader is recognized.

SUSPENSION OF CONSIDERATION OF H.B. NO. 6425

REP. GONZALES (A.D.). Mr. Speaker, I move that we suspend consideration of House Bill No. 6425.

I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). Is there any objection? (*Silence*) The Chair hears none; the motion is approved.

REP. GONZALES (A.D.). Mr. Speaker.

REP. FARIÑAS. Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). Yes, the Majority Leader is recognized.

REP. FARIÑAS. The House is in receipt from the Office of the President a copy of the Oath of Office of Herminio “Harry” L. Roque as Presidential Spokesperson, Office of the President. Pursuant thereto, Mr. Speaker, I move that Herminio “Harry” L. Roque be dropped from the roll of Members effective November 6, 2017.

THE DEPUTY SPEAKER (Rep. Singson). Is there any objection to the motion? (*Silence*) The Chair hears none; the motion is approved.

The Majority Leader is recognized.

DESIGNATION OF MEMBERS TO THE BICAM. CONF. CTTEE.

REP. GONZALES (A.D.). Mr. Speaker, I move that we designate the following Members to the Bicameral Conference Committee on the disagreeing provisions of House Bill No. 6452 and Senate Bill No. 1354, on the establishment of a National Mental Health Policy:

1. Rep. Angelina “Helen” D.L. Tan, M.D.;

2. Rep. Romero “Miro” S. Quimbo;
3. Rep. Cristina “Chiqui” Roa-Puno;
4. Rep. Rozzano Rufino B. Biazon;
5. Rep. Ron P. Salo;
6. Rep. Arlene B. Arcillas; and
7. Rep. Edcel C. Lagman.

I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). Is there any objection to the motion? (*Silence*) The Chair hears none; the motion is approved.

The Members nominated are so designated.

DESIGNATION OF MEMBERS TO THE BICAM. CONF. CTTEE.

REP. GONZALES (A.D.). Mr. Speaker, I move that we designate the following Members to the Bicameral Conference Committee on the disagreeing provisions of House Bill No. 6579 and Senate Bill No. 1311, on the Creation of the Ease of Doing Business Commission, the following:

1. Rep. Ferjenel G. Biron, M.D.;
2. Rep. Xavier Jesus D. Romualdo;
3. Rep. Rosanna “Ria” Vergara;
4. Rep. Manuel F. Zubiri;
5. Rep. Vilma Santos-Recto;
6. Rep. Winston “Winnie” Castelo;
7. Rep. Gus S. Tambunting;
8. Rep. Luis Raymund F. Villafuerte Jr.;
9. Rep. Jose Christopher Y. Belmonte;
10. Rep. Arthur C. Yap;
11. Rep. Karlo Alexei B. Nograles;
12. Rep. Bernadette “BH” Herrera-Dy; and
11. Rep. Arlene B. Arcillas.

I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). Is there any objection to the motion? (*Silence*) The Chair hears none; the motion is approved.

DESIGNATION OF MEMBERS TO THE BICAM. CONF. CTTEE.

REP. GONZALES (A.D.). Mr. Speaker, I move that we designate the following Members to the Bicameral Conference Committee on the disagreeing votes on House Bill No. 6215, the Fiscal Year 2018 General Appropriations Bill:

1. Rep. Karlo Alexei B. Nograles;
2. Rep. Rodolfo C. Fariñas;
3. Rep. Maria Carmen S. Zamora;
4. Rep. Federico “Ricky” S. Sandoval II;
5. Rep. Dakila Carlo E. Cua;
6. Rep. Elenita Milagros “Eileen” Ermita-Buhain;
7. Rep. Juan Pablo “Rimpy” P. Bondoc;

8. Rep. Reynaldo V. Umali;
 9. Rep. Mark Aeron H. Sambar; and
 10. Rep. Danilo E. Suarez.
- I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). Is there any objection to the motion? (*Silence*) The Chair hears none; the motion is approved.

The Members nominated are so designated.

REP. GONZALES (A.D.). Mr. Speaker, I move that we include additional coauthors of House Bills No. 6686, 6702, 6707, 6708, 6710 and 6714, and Resolution of Both Houses No. 8, as contained in the lists to be submitted by the Committee on Rules.

I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). Is there any objection to the motion? (*Silence*) The Chair hears none; the motion is approved.

REP. GONZALES (A.D.). Mr. Speaker, I move to acknowledge the presence of the following guests: ...

THE DEPUTY SPEAKER (Rep. Singson). Please rise to be recognized.

REP. GONZALES (A.D.). ... Rico Lebico, Jean Claudine-Castillo, RM Venus Galban, Aliyah Ambos, Alyanna Ambos, Junella Cruz, John Paul Calubag, Kizziah Herrera, Jay Ann Macarilay, Jojo Tan Espina, Kevin Garnette Buedron, Zyrille Lagahit, Aira Horca, Czai Buenconcejo, Princess Planes, Fernand Yanga, Arzjohn Britanico, Reniel Pastorfide and Benier Danque, guests of Asst. Majority Leader Harlin Neil J. Abayon III.

I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). Welcome to the House of Representatives.

REP. GONZALES (A.D.). Mr. Speaker, I move to acknowledge the presence of the following guests: ...

THE DEPUTY SPEAKER (Rep. Singson). Please rise to be recognized.

REP. GONZALES (A.D.). ... Mr. Taro Hirai, Mr. Mark Bautista, Ms. Maria Hayashi, Atty. Alvin Lorenzo, guests of Hon. Teodoro “Ted” G. Montoro, the Party-List AASENSO.

I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). Welcome to the House of Representatives.

APPROVAL OF THE JOURNAL

REP. GONZALES (A.D.). Mr. Speaker, I move to approve Journal No. 41, dated November 28, 2017.

I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). Is there any objection to the motion? (*Silence*) The Chair hears none; the motion is approved.

SUSPENSION OF SESSION

REP. GONZALES (A.D.). Mr. Speaker, I move to suspend the session for a few minutes.

THE DEPUTY SPEAKER (Rep. Singson). The session is suspended.

It was 4:56 p.m.

RESUMPTION OF SESSION

At 4:56 the session was resumed.

REP. GONZALES (A.D.). Mr. Speaker, I move to adjourn the session.

THE DEPUTY SPEAKER (Rep. Singson). The session is resumed.

The Majority Leader is recognized.

SUSPENSION OF SESSION

THE DEPUTY SPEAKER (Rep. Singson). The session is suspended for one minute.

It was 4:57 p.m.

RESUMPTION OF SESSION

At 5:06 p.m., the session was resumed.

THE DEPUTY SPEAKER (Rep. Singson). The session is resumed.

DESIGNATION OF MEMBERS TO THE BICAM. CONF. CTTEE.

REP. GONZALES (A.D.). Mr. Speaker, I move that we designate as members of the Bicameral Conference Committee on the disagreeing provisions of House Bill No. 5636 and Senate Bill No. 1592, entitled: Tax Reform for Acceleration and Inclusion, the TRAIN Act, the following Members: Rep. Dakila Carlo E. Cua, Majority Leader Rep. Rodolfo C. Fariñas, Rep. Sharon S. Garin, Rep. Romero “Miro” S. Quimbo, Rep. Gus

S. Tambunting, Rep. Xavier Jesus D. Romualdo, and Rep. Danilo E. Suarez.

adjourn the session until Monday, December 4, 2017, at four o'clock in the afternoon.

I so move, Mr. Speaker.

THE DEPUTY SPEAKER (Rep. Singson). Is there any objection to the motion? (*Silence*) The Chair hears none; the motion is approved.

THE DEPUTY SPEAKER (Rep. Singson). The session is adjourned.

We will resume on December 4, 2017, at four o'clock in the afternoon.

ADJOURNMENT OF SESSION

REP. GONZALES (A.D.). Mr. Speaker, I move to

It was 5:07 p.m.